

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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1. The Estonian and the Latvian State Steamship Companies as they were set up retained their titles for political reasons, although they had no actual independence; instead, they operated entirely under the Baltic Steamship Company. Their leading personnel had been replaced by Russians. Rank and file Estonian and Latvian employees were not trusted by the Ministry of the Merchant Fleet and received extensive political indoctrination at the hands of the large political departments of both companies. Both companies operated at a considerable loss. Annual transport plans were never fulfilled. Rumors had persisted since 1940~~X~~ that both companies would be liquidated. [REDACTED] MMT submitted a proposed~~X~~ for their liquidation to the USSR Council of Ministers. [REDACTED]

was to find reasons for justifying such liquidation. What the MMT wanted to do was to reorganize the companies as the Estonian and Latvian Agencies of the Baltic Steamship Company. However, the decision of Beriya, MMT boss in the Council of Ministers, was that reorganization would be put off until a later date.

Estonian State Steamship Company

2. The Estonian State Steamship Company (Estonskoye Gosudarstvennoye Morskoye Parokhodstvo) was subordinate to the MNF through the Chief Directorate of the Northwestern Fleet. Its administrative offices were in Tallinn. The director was Capt. 1st Class (MF) Samson, who had two deputies and a head of the Political Department. The Estonian State Steamship Company was created in 1940 after

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Estonia was annexed to the USSR. Until then it had been a private enterprise called the Estonian Steamship Company. Thereafter, until the middle of 1945, the company was actually a part of the Baltic Steamship Company. Only from the middle of 1945 on did it operate as a pseudo-independent company. The company maintained freight and passenger transport lines between Estonian and Latvian ports and Leningrad. A large part of the activity was the transport of bituminous shale. On rare occasions some of the company's ships made trips to foreign countries. The company's whole fleet consisted of about 8 to 10 ships. The company's 1951 transport plan called for the transport of 800,000 to 1,000,000 tons of freight.

3. The administrative organization of the Estonian State Steamship Company Administration was similar to that of KaspFlot [See GS-K-267]. The T/O of its administrative personnel called for approximately 180 employees.

a. Under the first deputy, who was the company's Chief Engineer, were the following sections:

- (1) Marine Engineering
- (2) Designing
- (3) Technical Supply
- (4) Transport Motor Pool
- (5) Construction
- (6) Billeting

b. Under the second deputy, who was the Chief of Operations, were the following sections:

- (1) Commercial
- (2) Signal
- (3) Maritime Inspectorate

c. Directly under the Company Director were the following sections:

- (1) Personnel
- (2) Mobilization
- (3) Secret Document and Cipher
- (4) Planning and Economic
- (5) Labor and Wage
- (6) Accounting
- (7) Administrative

d. Under the Head of the Political Department were the following:

- (1) Editorial Office of the newspaper Estonskiy Moryak
- (2) Printing Office

e. Attached to the company was a detachment of military guards (VOkhr) and Tallinn's Regional Office of TorgMorTrans.

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Latvian State Steamship Company

4. The administrative officers of the Latvian State Steamship Company were located in Riga. The director used to be (fnu) Saar, but he was arrested in 1950. [REDACTED] 25X1X successor. The company had been created in the same way as the Estonian State Steamship Company. It maintained the same transport lines as its Estonian counterpart, although its annual transport plan normally called for the transport of only about 800,000 tons.
5. The company's administrative organization was almost identical with that of the Estonian State Steamship Company. The Latvian company published a newspaper called Latviyskiy Moryak.
6. The fleet of Latvian State Steamship Company consisted of about 10 to 12 steamships. [REDACTED] ships: TURAYDA, ANRY BARBYUS, PROMETEY, YANIS RAYNIS, ARETUZA, BIRUTA, STELNA, and VENTA.

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